



Vandewalle & Associates
INCORPORATED

To: Plan Commission
Alder Bidar-Sielaff

From: Brian Munson

CC: Mullins Design Team

Date: Monday, December 20, 2010

Re: 2550 University Avenue PUD:GDP/SIP Comments

Thank you for the opportunity to present the PUD:GDP/SIP for the creation of a unique, urban mixed use redevelopment of the Mullins Properties along University Avenue and Highland Avenue. This proposal is the culmination of more than a year worth of design development with the Regent Neighborhood Association, City Staff, and Mullins Development Group, including approvals by the Neighborhood Association Board and Urban Design Commission.

The design team is requesting approval of the PUD:GDP/SIP, CSM, and Demolition Permit for this project with the following clarifications and amendments to the Report to the Plan Commission and Letter from Alder Bidar-Sielaff:

Planning Staff Report Conditions:

- 1.d. The Development Team requests an extension for the hours of operation for outdoor eating areas that would accommodate breakfast and/or lunch, in the event that a coffee shop or breakfast restaurant occupies one or more of the commercial spaces.

Proposed Hours: Sunday through Thursday 6:00 AM-10:00 PM

Friday through Saturday 6:00 AM-11:00 PM

We agree to limit any outdoor alcohol sales to no earlier than 11:00 AM.

We agree to the conditions regarding no amplified sound and Plan Commission jurisdiction.

7. The UDC motion indicated that the design team could study some minor exterior alterations, and coordinate with staff as part of the recording of the building. The planning staff report incorrectly states that these minor design modifications are to be made part of the approval, rather than studies for the applicant to resolve with staff. The design team is not requesting any additional units or height. Any minor alterations based on the studies noted will be worked out with Staff and the Alder of the district prior to recording.

Alder Bidar-Sielaff Comments:

1. The design has been modified to create additional setback within the first floor of the five story element of the building to enhance the streetscape. The first floor has been revised to create an additional first floor setback of 18" from the property line along the majority of the Lobby space (~12.5' from back of curb). The stairwell is the only portion of the building on the ground level that cannot be setback with approximately 18-20' of the building on the property line, per the report. The upper floors vary in placement from zero lot line to 5' setback. Encroachments for canopies, awnings, and signage are allowed, subject to Staff approval.

The remainder of the University Avenue frontage meets and exceeds the requested setback of ~12 feet from the back of curb with the average setback of 15.5' for the first floor.

Proposal: The design team requests that the setback be adopted with the revisions noted.

2. The design team requests that this notification relate to any businesses that require additional licensing by the City, in particular for liquor licensing. Application of this standard would significantly impact lease negotiations and feasibility of the commercial space due to the potential delay.
3. The design team requests that the hours of operation for the roof top patio match the hours of operation for the outdoor dining areas.
4. OK, provided the modification is added to the last sentence of the condition
5. OK.

6. The design team is not requesting any additional units or height. Any minor alterations based on the studies noted will be worked out with staff and the alder of the district prior to recording.
7. Proposed language modification:

Significant concerns already exist among residents with respect to noise emanating from UW west campus buildings, Campus Drive, the VA Hospital, and the UW Hospital Medflight. The project itself, when completed, should not add any noise to the neighborhood from mechanical systems associated with the property and should additionally result in the decrease of noise from Campus Drive. Noise measurements in 3 key spots in the neighborhood south of the project should be taken prior to and after construction to demonstrate that noise levels have not increased due to the mechanical systems of the project. Written documentation of achieving this condition should be provided to the District Alder and RNA Board no later than 6 months after building is completed and open for occupancy.
8. OK.
9. OK.
10. A separate comprehensive signage plan will be submitted to the UDC for review and approval, with notification given to the neighborhood and opportunities for input as part of the official process.

Proposal: The review and approval of the comprehensive signage package will include neighborhood input, with individual signage approved by the UDC.
11. The project will supply approximately 100 stalls of bike parking, per City ordinances, and we will work with the City to create additional opportunities for parking as part of the streetscape. In the event that additional bike parking is identified during the operation of the building, it can be expanded within the building.
12. OK.

Brian Munson

From: Anderson, Patrick [PAnderson@cityofmadison.com]
Sent: Friday, December 17, 2010 1:56 PM
To: Brian Munson
Cc: Parks, Timothy; Mullins, Bradley; Brian W. Mullins; Jay Mullins; Maureen Mullins; sue@mullinsgroup.com; Tucker, Matthew
Subject: RE: Mullins Comments

That is correct.

Thanks,

Pat

From: Brian Munson [mailto:BMunson@vandewalle.com]
Sent: Friday, December 17, 2010 1:24 PM
To: Anderson, Patrick
Cc: Parks, Timothy; Mullins, Bradley; Brian W. Mullins; Jay Mullins; Maureen Mullins; sue@mullinsgroup.com
Subject: Mullins Comments

Pat,

I wanted to summarize our conversation regarding the bike parking comment #58 from this morning's conversation:

The bike parking calculations in the Madison Ordinance allows for one stall per residential unit for the first 50 stalls required, and then .5 stalls per unit for the remaining bike parking stalls. This results in a total required bike parking allocation of 90 stalls. We will then also supply on-site bike parking for the required commercial users.

Do you agree that this calculation satisfies the parking required?

Brian Munson

Principal

Vandewalle & Associates

Shaping places, shaping change

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